

Intimations.

THE STOCK, SHARE & DEBENTURE INVESTMENT CO., LIMITED.

PROSPECTUS.

—This Company is formed for the purpose of trading generally in Stocks, Shares, and Debentures, of Dividend-paying Companies (and Dividend-paying Companies only) established or doing business in the S'rate Settlements, Hongkong, China and Japan, Mining and Planting Companies, whether dividend-paying or not, are excluded from the scope of the Company's operations.

—The Capital of the Company is fixed at \$975,000, divided into 19,601 Ordinary shares of \$50 each, of which \$25 will be called up on application, \$10 on allotment, and the remainder \$20 in instalments, but not until six months from date of allotment, and 250 shares, to be called Founder's shares, of \$100 each, to be fully paid up on application.

Applicants for Founder's shares must be prepared to take up not less than 76 Ordinary shares for each Founder's share allotted them, or, at their option, to underwrite that number of Ordinary shares if they do not care to take them.

—Founder's shares will not be entitled in any year to any dividend until Ordinary shares have received 8 per cent on the amount paid up on each share. After payment of a per cent dividend on Ordinary shares, all dividends that it may be deemed advisable to declare for a Reserve Fund has been made, the balance of moneys available for distribution will be divided into two parts, of which one will be divided among the holders of Ordinary shares and the other among the holders of the Founder's shares.

The Holders of the Founder's shares will be interested in the surplus assets of the Company, in the event of its being wound up in the same proportion—i.e., one-half to holders of Ordinary shares, one-half to holders of Founder's shares, after repayment of the subscribed capital.

—The Head Office of the Company will be in Hongkong, with branches or Agencies in other ports and places in the East as may be deemed most advantageous, and in London.

—The business of the Company will be conducted in Hongkong by a Board of Directors, consisting of not less than three nor more than five, of whom one shall be Managing Director and Chairman, with a Secretary (Adam Lind) and a competent European staff.

No fees shall be payable to the Directors, except the Managing Director, it may earn until holders of Ordinary shares have received at least 8 per cent on the amount paid up on their shares.

The first Directors are—
H. W. DICK, Managing Director and
Chairman.

G. S. Coxon.
E. H. Mayle.

Will remain in office until the first annual meeting to be held in the year 1892.

—With a paid up Capital of \$500,000, a reserve liability of \$475,000, and a select body of shareholders, this Company may reasonably hope to be able to carry on operations to the extent of from three to five millions of dollars, obtaining from local Banks and financial institutions facilities that no individual dealer or firm could command, and affording, in turn, to these institutions, guarantees and securities they could not obtain elsewhere.

—Reasonably handsome dividends on the paid up capital may be secured by simply investing in, and holding, carefully selected local dividend-paying Stocks, purchased at the favourable moment. Trust Companies in England formed for the purpose of such investments have been already successfully organized. Had such a Company existed in Hongkong ten years ago, the average return on investment made there would now be about 17½ per cent on the money originally laid out, and the increase in value of the Stocks purchased would average about 140 per cent.

New Companies are likely to be formed here from time to time for a variety of purposes, and there is no reason to suppose that investments made in their shares in the early stages of their history as dividend-paying Companies, may not, in the course of years, show as handsome profits, and an even increase in value as may known in the past. The Stock and Share of existing Companies afford also, on occasions, favourable opportunities for investment.

—It will form no portion of the business of this Company to float new Companies, underwrite shares, or invest or deal anything but the Stocks, Shares and Debentures of the enterprises indicated in paragraph 1.

—Profits, and considerable profits, may, it is believed, be made by the purchase and sale from day to day of local Stocks, Shares and Debentures of the descriptions indicated.

The value of Share property in Hongkong is very great, so great that even with the facilities afforded by the Banks, the purely speculative dealers are unable fairly to grapple with the situation and afford to the many holders adequate outlets. There are few or no permanent investors in the Colony, and there are therefore great and frequent fluctuations in values. The ever-changing nature of the population is constantly throwing shares and stocks upon the market, quite apart from the operations of speculative dealers, and thus very valuable opportunities are constantly being offered to persons with capital at command.

The Colony, however, it is hoped, not merely secure reasonable profits for the shareholders, but will confer a benefit on the shareholding community generally, by steady the local markets and ensuring them against violent fluctuations.

—Considerable profits may also be anticipated from the employment of a portion of the Company's resources in Cash and Time's dealing in shares, identified by numbers or otherwise, and deposited in the hands of the Company or with its Bankers. Those acquainted with this class of business in Hongkong and Shanghai are well aware of the heavy rates of interest paid in respect of such transactions, and will see what an opening exists for a business as yet untried.

—Between the Head Office in Hongkong and the London Branch or agency, useful business in the nature of Arbitrage, now growing into importance, may be transacted.

—In one or all of the forms of business indicated in the preceding paragraphs, it is anticipated that handsome profits may be made, and by a judicious admixture and selection, it is believed that a safe as well as a profitable business may be carried on.

—There is no promotion-money payable to anyone. All the preliminary expenses for floating and registering the Company are borne and paid by the Founder. No Founder's shares have been reserved by the Promoters or given away free from the obligation to take or underwrite to Owners' shares.

—Subscription forms, in the first instance, invited for 100 Founder's shares of \$100 each. Each applicant for a Founder's share must apply for or underwrite at least 25 Ordinary shares, and must undertake to bear his proportion of the preliminary ex-

Intimations.

pones, which cannot possibly exceed \$10, for each Founder's share.

—There are no agreements or contracts of any description entered into by the Company or by the Promoters, Directors or Trustees thereof, except the arrangements with reference to the subscription for the Founder's shares, which may be Contracts required to be set out under the provisions of "The Company's Ordinances, 1865-1880." Applicants for shares will be deemed to have waived all right, whether under the Ordinances or otherwise, to notice of the particulars and dates of those and names of the parties thereto.

—A condition for shares should be made on terms to be obtained from The Hongkong & Shanghai Banking Corporation, on application, and should be forwarded to The Hongkong & Shanghai Banking Corporation, and a sum of \$110 in respect of each Founder's share applied for, and of \$15 in respect of each Ordinary share applied for, the sum should be paid in full. The Hongkong & Shanghai Banking Corporation to the credit of the Company's Account.

—If no allotment is made, or a less number is allotted than applied for, the deposit will be returned in full or pro rata, as may be, with interest at the rate of 2% per annum.

—A condition for shares will not be entitled to any dividend until Ordinary shares have received 8 per cent on the amount paid up on each share. After payment of a per cent dividend on Ordinary shares, all dividends that it may be deemed advisable to declare for a Reserve Fund has been made, the balance of moneys available for distribution will be divided into two parts, of which one will be divided among the holders of Ordinary shares and the other among the holders of the Founder's shares.

The Holders of the Founder's shares will be interested in the surplus assets of the Company, in the event of its being wound up in the same proportion—i.e., one-half to holders of Ordinary shares, one-half to holders of Founder's shares, after repayment of the subscribed capital.

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To-day's Advertisements.

FOR MANILA VIA AMOY.

The Steamship
Yikang,
Capt. GALESWORTHY,
will be despatched as above
on SATURDAY, the 6th Inst., at Noon.
The Steamer has superior Accommodation
for 1st Class Passengers.

For Freight or Passage, apply to
JARDINE, MATTHESON & Co.,
General Managers.
Hongkong, June 4, 1891. 1126

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).
The Company's Steamer
Phra Nang,
Capt. W. H. WATSON,
will be despatched as above
on TUESDAY, the 9th Inst., at 10 a.m.
For Freight or Passage, apply to
YUEN FONG HONG,
Agents.
Hongkong, June 4, 1891. 1125

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.
Taking Cargo and Passengers at through rates
for NINGPO, CHEFOO, NEW-
OWIANG, TIENSIN, HANKOW
and Ports on the YANGTSE.

The Co.'s Steamship
Dined, Captain DICKENS, will be
despatched as above on
THURSDAY, the 11th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 4, 1891. 1126

CUSTOMS NOTIFICATION.

No. 39.

NOTICE is hereby given that THURSDAY NEXT, the 11th Instant (5th Moon 8th day), being the CHINESE MIDSUMMER FESTIVAL, will be observed as a HOLIDAY at the Kowloon Customs' Office, Huk and Stations.

All Examination of Cargo and Clearances of Junks will be suspended on that date.

J. MCLEAVY BROWN,
Commissioner of Customs,
for Kowloon and District.

CUSTOM HOUSE,
Kowloon, 4th June, 1891. 1123

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. Iphigenia, Captain NAGLEBY,

having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before 4 p.m. to-day.

Any cargo impeding her discharge will be landed into the Godowns of the LONGKONG, KOWLOON WHARF AND GOWNS CO., LTD., and stored at Consignees risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Inst. will be subject to ruin.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Inst., at 3 p.m. No Fire Insurance has been effected.

SIEMSEN & CO., Agents.
Hongkong, June 4, 1891. 1128

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of India Tuesday June 30th.

Empress of China Tuesday July 28th.

Empress of Japan Tuesday August 25th.

VICTORIA LODGE

No. 1026.

A N Emergency MEETING of the above
Lodge will be held in the FRA
MASON'S HALL, Zetland Street, on TUES
DAY NEXT, the 9th Instant, at 5 for 5.30 p.m. precisely. VISITING BRETH
REN are cordially INVITED.

Hongkong, June 4, 1891. 1120

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Officers will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

ADOLF OELKE, American barque, Capt. F.
CARLETON, Reuter, Brockelbank & Co.

CAMICAS, British ship, Captain B.
PHILIPPIUS, Pittsburgh, Wash.
OMEGA, British barque, Captain A. V.
BROWN.—Master.

VALOUR, British barque, Captain R.
MARTIN.—Chinese.

Through Passage Tickets granted to Eng
land, France, and Germany by all trans
Atlantic lines of steamers.

Special rates (first class only) are granted to
Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services, to
European officials in service of China
and Japan, and to Government officials.

Return Tickets.—First and second class
—Prepaid return tickets to Pacific
Coast Points, and to Eastern and Interior
Points of Canada and U.S.A. will be
granted at 25 per cent off Return Fare
4 per cent.

(Time reckoned from the date of issue
to date of reembarkation at Vancouver).

Passenger to Pacific Coast Points and to
Interior and Eastern Points of Canada and
U.S.A. not holding prepaid return tickets,
but who re-embark at Vancouver within 12
months from date of issue of original ticket,
will be allowed 10 per cent off the return fare.

Prepaid return tickets to Liverpool and
London will be issued available for 12
months at \$550 or for 4 months \$575.

CACAO.—Through Bills of Lading issued
to Japan, Pacific Coast Points, and to
Canada and United States Points.

CONTAINER Inventory of Goods for United
States Points.—First and second class
—Prepaid return tickets to Pacific Coast Points
and to Canada and United States Points.

13.—There is no promotion-money
payable to anyone. All the preliminary
expenses for floating and registering
the Company are borne and paid by the
Founder. No Founder's shares have been
reserved by the Promoters or given away
free from the obligation to take or under
write to Owners' shares.

For further information as to Passage
and Freight, apply to

DODWELL, CALDRILL & CO.,
Agents.</p

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.
THE Underwriters, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
NORTON & CO., Agents.
Hongkong, July 16, 1891. 1340

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.
RUSSELL & CO., Agents.
Hongkong, November 14, 1890. 1954

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

(On SUNDAY, the 7th day of June, 1891, at 11 a.m., the Company's S.S. NYUTTGART, Capt. v. SCHWERMER, with MAIDS, PASSENGERS, SPECIES, and CARGO, will leave this port as above, sailing at GENOA.

Shipping Orders will be granted Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has ample Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to:

MELCHERS & CO., Agents.

Hongkong, May 11, 1891. 958



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON;

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship STITTLE, Captain W. D. G. WORSTED, R.N.R., with Her Majesty's Mail, will be despatched from this for LONDON, and BOMBAY and SUEZ CANAL, on THURSDAY, the 11th June, at Noon.

Cargo will be received on board until 4 p.m., Parcels and Specie (Gold) at the Office until 5 p.m. on the day preceding sailing.

Gilt and Valuables for Europe, will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, June 1, 1891. 1103

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIKON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES AND PORTS OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 17th of June, 1891, at Noon, the Company's S.S. SAGHALLEN, Com'mand'ant HOMBERG, with MAIDS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above place.

Cargo and Specie will be registered for London as well as for MARSEILLES, and accepted in transit through MARSEILLES for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 16th June, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, June 3, 1891. 1101

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG, China THURSDAY, June 11.
City of Peking TUESDAY, July 7.
City of Rio de Janeiro THURSDAY, July 30.

(The U. S. Steamship CHINA will be despatched for SAN FRANCISCO, via YOKOHAMA on THURSDAY, the 11th June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.)

RATES OF PASSAGE.
From Hongkong, FIRST CLASS.
To San Francisco, Victoria, Esquimalt, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.
To Liverpool and London \$325.00
To Paris and Bremen \$24.00
To Havre and Hamburg \$325.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passenger by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months \$337.50
12 months \$393.75

Time reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Alaska and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Post will be received at the office until 3 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Seated Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Acting Agent.

Hongkong, June 1, 1891. 1017

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, Borneo WEDNESDAY, June 24.
Ocean SATURDAY, July 18.
Gaelic TUESDAY, August 11.

THE Steamship BELGIC will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 24th June, 1891, at 1 p.m., connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From HONGKONG, FIRST CLASS.
To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.
To Liverpool and London \$325.00
To Paris and Bremen \$24.00
To Havre and Hamburg \$325.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Passenger by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific Railways.

Return Tickets—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months \$337.50
12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

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J. S. VAN BUREN,
Acting Agent.

Hongkong, June 1, 1891. 1083

COLLEGE OF MEDICINE FOR CHINESE.

PRESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the TRUSTEES MEMORIAL HERITAGE.

(1) Glass Jars (for museum purposes).

(2) Illustrated Papers and Books for the Student's Reading Room and Library.

Address to JOHN O. THOMSON,
Hon. Secy. to the College.

G. de CHAMPEAUX,
Agent.

Hongkong, June 3, 1891. 1101

To Let.

TO BE LET.
A N excellently comfortable and Cool Six-Roomed HOUSE.

Apply to the SECRETARY,
Humphrey's Estate and Finance Company, Limited.

Hongkong, May 20, 1891.

TO BE LET.

HOUSES at "MOUNTAIN VIEW," near Phuket's Gap, Hill District, consisting of 5 or 6 Large Dwelling Rooms with every convenience. These houses overlook both sides of the island are cool, comfortable and healthy.

Apply to JOHN A. JUPP,
Secretary,

The Austin Arms Hotel and Building Company, Ltd.
Hongkong, May 26, 1891. 1063

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TO LET.

KNUTSFORD TERRACE,
KOWLOON,

HOUSES, with 6 ROOMS, including Bath rooms, Tennis Courts, Good view and healthy situation. Rent and Taxes, \$22 a month.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, March 24, 1891. 607

TO LET.

TOGETHER or Subdivided, from 1st June next, HOUSE No. 5, CHANCERY LANE, with 10 Rooms and Bath Rooms, two separate Entrances.

Apply to J. M. V. DE FIGUEIREDO,
No. 5, Caine Road.

Hongkong, May 2, 1891. 892

TO LIST.

NO. 9, SYMOUR TERRACE,
ROOMS in COLLEGE CHAMBERS,
OFFICES and CHAMBERS in CONNAUGHT HOUSE, Queen's Road Central.

OFFICES in VICTORIA BUILDINGS.

No. 2, PEDDER'S HILL.

HOUSE in POKEFOOL ROAD, "NULLAH SITE".

Apply to DAVID SASOON, SONS & CO.

Hongkong, May 1, 1891. 281

TO LET.

With Immediate Possession.

OFFICES—(above Messrs. DOUGLAS LAPRADE & CO.'s Premises).

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, December 16, 1890. 2164

SHARE LIST—QUOTATIONS—JUNE 4, 1891

Stocks Nos. of Shares Value Paid up Closing Quotations, Cash.

Hongkong & Singap. B. & Co. 60,000 \$ 12 all 77 2 pm.

New Issue 20,000 \$ 126 all 195 7, prem. nom.

Bank of China, Japan and Straits 99,875 \$ 1 11 161 sellers

*1,250 2 216 1

MARINE INSURANCES.

China Fire Insurance Co., Ltd. 10,000 \$ 25 3 \$ 115, ex dividend

China Traders' Insurance Co., Ltd. 24,000 \$ 33.3 6 63, sellers

China, Insurance Co., Limited 1,500 \$ 100 2 29 1000

North China Insurance Co., Ltd. 5,000 \$ 20 2 5 340, sales

Strat. Insurance Co., Ltd. 30,000 \$ 10 2 157

Union Insurance Society Co., Ltd. 10,000 \$ 25 2 96, sales